

Atlantis - Management

From: Patrick Connor <patrickc@jsconnor.com>
Sent: Pazar 4 Eylül 2016 22:51
To: D05-SMB-SECDELBayCC; secdelbay.portstate@uscg.mil; D05-SMB-SECDEL BAY-PORTSTATE
Cc: bulk; SSI CHALLENGER (ssichallenger@gtships.com); Atlantis - Management; Densay Dubai - Ops
Subject: SSI Challenger

Good Day and Regards,

Please be advised as per our discussions that SSI Challenger is left with no other option but to switch to heavy fuel in transit to Cape Henlopen P/S. While she originally had just enough LSMGO to arrive into port, the captain was proceeding to the incorrect port (Wilmington, NC) and this misstep will result in LSMGO shortage.

I have tried 6 different phone numbers and one support team email address for the EPA and have had no success getting any answers. The only EPA personnel I have spoken with is Jack Kelly who is simply a member of an emergency response team and had no knowledge of this regulatory issue. He agreed to help me by contacting a number of his peers in the EPA and none of them could provide any advice or instructions for how to proceed.

At this time I am respectfully requesting any advice from USCG's side how to proceed without any instructions from EPA. Please note owners have shown full cooperation, understand the severity of the issue, and are very eager to proceed in a manner that will be most compliant with local authorities. I have spent the last 3 hours in nonstop attempts to contact the EPA and am at a loss for what to do.

Please note the vessel now has just under 20 MT LSMGO on board. It is in my opinion that they should switch to heavy fuel now, in order to conserve the LSMGO so it can be burned when they are nearest to US shoreline and within the actual port itself. Owners have made arrangements for bunkers immediately upon arrival in Wilmington. As you are well aware, we have to proceed to Big Stone for USCG security exam, but will shift to Marcus Hook for bunkers immediately thereafter.

Any advice from your side is greatly appreciated.

Rgrds,

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